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INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

SUBJECT Organization of the Ministry for Traffic;
 Cause of Russian Invasion.

DATE DISTR. 29 March 1955

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a Central Departments:

Secretariat of the Minister
Bureau of the Minister
Controls
Budget
Planning
Revision
Finance
Statistics
Accounting
Cadres
Schools and Training
Administration of Schools
International Affairs
Organization
Legal Affairs
Labor and Vocational Training
Rest-House

b. Main Administration of the Deutsche Reichsbahn

(1) Operations and Traffic

This main administration included the following departments:

Dispatcher
Operations
Time Tables
Freight Traffic
Passenger Traffic
Security
Admres

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Planning and Management
Labor and Vocational Training.

(2) Locomotives and Machinery.

This main administration included the following departments:

Secretariat
Employment of Locomotives
Maintenance of Locomotives
Cadres
Technical Installations
Electric traction
Materials supply
Planning and management
Labor and Vocational Training

(3) Main Administration for Railroad Repair Shops

This main administration includes the following departments:

Secretariat
Main Security Inspectorate
Political Administration
Central Technical Office
Medical Service
Designing and Surveying Bureau

c. Main Administrations for Shipping.

- (1) Main Administration for Shipping
- (2) Main Administration for Waterways and Harbors

Other departments include:

State Secretariat for Shipping
Inspectorate for Marine Shipping

d. Main Administrations for Motor Traffic and Roads.

- (1) Main Administration for Motor Traffic
- (2) Main Administration for Roads

Other departments include:

State Secretariat
Security Inspectorate for Motor Traffic
General Administration

It was believed that this organizational arrangement would be subject to modifications. It was also believed that the departments in charge of Administration, Planning, Medical Service, Technical Affairs, and Materials Supply were scheduled to be merged for all the three modes of traffic, that is, rail, water, and road traffic.

On 1 January 1955, it was learned that the ~~new~~ official designation for the former Ministry of Railroads was changed to Ministry of Traffic, effective 1 January 1955.

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The administration of the Deutsche Reichsbahn includes the following main administration:

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Signal Installations and Telecommunications
Rolling Stock
Road Repair Shops (RAWs).¹

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7. In early January 1955, [] Secretary of State Salomon was chief of the overall Administration for shipping. Chief of the Main Administration for Shipping was Hess, and chief of the Main Administration for Waterways was Keul.⁴ 25X1
8. In early January 1955, a new Main Administration for Operations and Traffic was established for the railroad administration at the Ministry of Traffic by the fusion of several departments. The chief of the main administration has not yet been appointed. For the time being, Wilhelm Kemper is acting chief of this main administration.^{1 and 4}
9. Effective 5 January 1955, the boundaries of the RBA 2/3 of RBD Berlin were changed as follows:

Berlin-Cottbus Railroad Line:

The new boundary is at Koenigswusterhausen, the old boundary was at Brand (Lower Lusatia).
Beyond Koenigswusterhausen, the line has been transferred to RBD Cottbus.

Koenigswusterhausen - Grunow Railroad Line:

The new boundary is at Koenigswusterhausen, the old boundary was at Lindenberg/Glienicke.
Beyond Koenigswusterhausen, the line has been transferred to RBA (7) at Frankfurt/Oder.

10. Effective 1 January 1955, the boundaries of RBD Berlin were changed as follows:

RBA No 1 at Rummelsburg.

On the Berlin/Lichtenberg-Wriezen line, the new boundary is behind the Bernau station.
On the Berlin/Rummelsburg - Frankfurt/Oder railroad line, the new boundary is behind the Arkner railroad station.

RBA No 2/3 at Berlin-Grunow.

On the Berlin/Scheneeweide - Cottbus line, the new boundary is at the Koenigswusterhausen railroad station. The area of RBD Cottbus now begins at the Gessen railroad stop.

RBA No 4 at Potsdam.

On the Dnawitz - Wiesenburg line, the new boundary is at the Beelitz - Halleschen railroad station. Beyond that point, the line has been taken over by RBD Magdeburg.
On the Potsdam - Genthin line, the boundary now is behind Werder on the Havel River. Beyond this railroad station, the line has been taken over by RBD Magdeburg.
On the Wildpark - Muenstermark line, the area of RBA 4 has been extended as far as the Priort railroad station (inclusive).⁵

RBA No 5 at Muenstermark.

This RBA will be deactivated and its area transferred to RBA No 6 at Berlin-Mitte.

1. [] Comment. The establishment of a GDR Ministry of Traffic which controls railroad, shipping and motor traffic operations was announced in the East German press in the late fall of 1954. The present report for the first time furnishes detailed information on the new organization of the ministry. It appears noteworthy that within the railroad administration several main administration were merged. 25X1

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Comment. Information on the reduction of the number of railroad subdistrict offices by 10 was transmitted previously.

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The following 37 RBAs were in existence in the various RBDs before the reorganization went into effect:

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RBD	Number of RBAs
Berlin	6
Cottbus	2
Dresden	6
Erfurt	6
Greifswald	4
Halle	5
Magdeburg	4
Schwerin	4
Total	37

3. Comment. This agrees with previous information.

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4. Comment. Menzel and Lindemann were deputy ministers in charge of "Police Administration" and "Railroad Installations and RAs" respectively in the old Ministry of Railroads. The new assignments of Freitag and Szozepceki were reported previously. Weiprecht was previously Secretary of State for Motor Traffic and Roads. Salomon, Hess, and Keul held leading positions in the old State Secretariat for Shipping. Semper was chief of the Main Administration for Operations in the previous Ministry of Railroads. Information of the new assignments of Chwalek and Staimer was transmitted previously.

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. Decker's appointment to the position of president of RBD Berlin was reported previously.

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b. Main Administration of the Deutsche Reichsbahn

This main administration included the following departments:

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Planning and Management
Labor and Vocational Training.

(2) Locomotives and Machinery.

This main administration included the following departments:

Secretariat
Employment of Locomotives
Maintenance of Locomotives
Cadres
Technical Installations
Electric traction
Materials supply
Planning and management
Labor and Vocational Training

(3) Main Administration for Railroads

This main administration includes the following departments:

Secretariat
Main Security Inspectorate
Political Administration
Central Technical Office
Medical Service
Designing and Surveying Bureau

c. Main Administrations for Shipping.

- (1) Main Administration for Shipping
- (2) ~~Main Administration for~~ Waterways and Harbors

~~Other departments include:~~

~~Security Inspectorate for Water Transport~~

d. Main Administrations for Motor Traffic and Roads.

- (1) Main Administration for Motor Traffic
- (2) Main Administration for Roads

Other departments include:

~~Security Inspectorate for Motor Transport~~
General Administration

It was believed that this organizational arrangement would be subject to modifications. It was also believed that the departments in charge of Administration, Planning, Medical Service, Technical Affairs, and Materials Supply were scheduled to be merged for all the three systems of traffic, that is, rail, water, and motor transport.

2. On 15 January 1955, it was learned that the ~~main administration~~ for the previous Ministry of Railroads was changed to ~~the Ministry of Motor Traffic~~, effective 1 January 1955

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Operations and Traffic
Locomotives and Machinery
Railroad Installations
Safety [REDACTED] tions
Rolling [REDACTED]
Railroad [REDACTED]

5. Of the previous 97 ~~Bahnmeister~~ (Railroad Subdistrict Offices) (RBAs), 11 will be deactivated on 1 April 1955. A new RBA will be established at Meiningen. RBAs in existence after 1 April will include five in the area of RBD Berlin, four in the area of RBD Erfurt, and three each in the areas of RBDs Greifswald, Schwerin, Halle, Magdeburg, Dresden and Cottbus. The departments (Gruppen) for machinery will be deactivated at RBA level. RBAs will henceforth include only departments for operations, traffic, and dispatch offices. Maintenance shops for locomotives (Bw) and for rolling stock (Bww) will be made subordinate to the Departments for locomotives and Machinery at RBDs. Former Bahnmeistereien (track maintenance points) (Bm) will be consolidated into so-called Streckenmeistereien (Stm) and will also be directly subordinated to RBDs.

- Minister
Deputy Minister
Deputy Minister
Deputy Minister
Deputy Minister
Deputy Minister
Deputy Minister

Szczepecki previously was chief of the National Department of Sports. Freitag President of RBD Berlin. Roman Chwalek, who previously was Minister of Education, became chief of the Department for Labor and Vocational Training at the Central Administration for Cooperative Shops in the GDR. ~~He previously was Deputy Minister of Railroads, was~~ previously was Deputy Minister of Railroads, was ~~President~~ President of the "Gesellschaft fuer Sport und Technik" (Athletic and Technical Association) on 7 January 1955. Decker (fnu) was made the new president of RBD Berlin.

- Main Administration I (Shipping) [REDACTED]
Main Administration II (Water) [REDACTED]
Chief of Main Administration I [REDACTED]
Chief of Main Administration II [REDACTED]
Chief of the overall organization for Shipping is Salomon who holds the rank of secretary of state and is simultaneously deputy minister.⁴

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7. In early January 1955, [redacted] Secretary of State Salomon was chief of the overall Administration for shipping. Chief of the Main Administration for Shipping was Hess, and chief of the Main Administration for Waterways was Keul. 25X1
8. In early January 1955, a new Main Administration for Operations and Traffic was established for the railroad administration at the Ministry of Traffic by the fusion of several departments. The chief of the main administration has not yet been appointed. For the time being, [redacted] is acting chief of this main administration. 1 and 4
9. Effective 3 January 1955, the boundaries of the RBA 2/3 of RBD Berlin were changed as follows:
- Berlin-Cottbus Railroad Line:
- The new boundary is at Koenigswusterhausen, the old boundary was at Brand (Lower Lusatia). Beyond Koenigswusterhausen, the line has been transferred to RBD Cottbus. 25X1
- Koenigswusterhausen - Grunow Railroad Line:
- The new boundary is at Koenigswusterhausen, the old boundary was at Lindenberg/Glienicke. Beyond Koenigswusterhausen, the line has been transferred to RBA (7) at Frankfurt/Oder.
10. Effective 1 January 1955, the boundaries of RBD Berlin were changed as follows:
- RBA No 1 at Rummelsburg.
- On the Berlin/Lichtenberg-Wriezen line, the new boundary is behind the Werneuchen railroad station.
- On the Berlin/Rummelsburg - Frankfurt/Oder railroad line, the new boundary is behind the Erkner railroad station.
- RBA No 2/3 at Berlin-Gruenau.
- On the Berlin/Schoeneweide - Cottbus line, the new boundary is at the Koenigswusterhausen railroad station. The area of RBD Cottbus now begins at the Zeesen railroad stop.
- RBA No 4 at Potsdam.
- On the Drewitz - Wiesenburg line, the new boundary is at the Beelitz - Heilstaetten railroad station. Beyond that point, the line has been taken over by [redacted].
- On the [redacted] line, the boundary now is behind Werder on the Havel River. Beyond this railroad station, the line has been taken over by RBD [redacted].
- On the Wildpark - Wustermark line, the area of RBA 4 has been extended as far as the Priort railroad station (inclusive).
- RBA No 5 at Wustermark.
- This RBA will be deactivated and its area transferred to RBA No 6 at Berlin-Pankow.
1. [redacted] Comment. The establishment of a GDR Ministry of Traffic which controls railroad, shipping and motor traffic operations was announced in the East German press in the late fall of 1954. The present report for the first time furnishes detailed information on the new organization of the ministry. It appears noteworthy that within the railroad administration several main administration were merged. 25X1

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